

PORT AUTHORITY OF ALLEGHENY COUNTY  
MINUTES OF THE REGULAR BOARD MEETING  
FRIDAY, JANUARY 28, 2011

The Regular Meeting of the Board of Port Authority of Allegheny County was held on Friday, January 28, 2011 at 9:35 a.m. at the Authority's Administration Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

**Board Members:**

John A. Brooks, Chairman  
Jeff Letwin  
Joan Ellenbogen  
Richard Taylor  
Mavis Rainey  
Eddie Edwards (via phone)  
Joel L. Lennen, General Counsel

**Media:**

Lauren Daley, City Paper  
Jim Lokay, KDKA-TV  
Tom Fontaine, Tribune Review  
Jon Schmitz, Post Gazette  
Mark Nootbaar, WDUQ

**Port Authority Staff:**

Stephen Bland, chief executive officer, Ellen McLean, chief financial officer, Tawnya Moore-McGee, assistant general management Human Resources, Winston Simmonds, Rail Operations/ engineering officer, Bill Miller, Bus Operations officer, Wendy Stern, assistant general manager Planning and Development, Mike Cetra, Legal counsel, Tony Trona, director Purchasing and Materials Management, Judi McNeil, communications officer, Jim Ritchie, director Public Relations, Tom Noll, director Technical Support & Capital Programs, Dan DeBone, director Government & Civic Affairs, Deborah Skillings, community outreach coordinator, Ed Typanski, director Grants and Capital Programs, Darcy Cleaver, supervisor passenger amenities and data, Heather Pharo, Public Relations representative, Brenda Fink, director Internal Audit, Daniel Murray, bus operator Harmar Division, Yvonne Kerin, bus operator West Mifflin Division, James Anderson, automotive mechanic West Mifflin Division, Richard Clayton, bus operator Harmar Division, Julie Leistner, administrative assistant, Margaret Smith, administrative assistant, Diane Williamson, executive assistant

**Others:**

Jonathan Robison, ACTC	Stu Strickland, Pittsburghers for Public Transit
Mark Pifher, County Council	Ron Kaplan, Rider
David Ortiz, Rand	Andrew Wagner, Pittsburgh for Public Transit
Jeff DiPerna, ATU Local 85	Rose Banesso, Working America
Patrick McMahon, ATU Local 85	Michael Harms, ATU Local 85
Kevin Barrett, ATU Local 85	Jessica Grasso, PPT
Bryon Shane, ATU Local 85	Dave Vinski, Allegheny County Labor Council
John Wojtyna, GAI	Dave Ninehouser
Frank Snyder, PA AFL-CIO	David Thompkins, ATU Local 85
Joe Catanese, County Council	Jim McDonough, ATU Local 85
Sam Dinardo, ATU Local 85	Steve Palonis, ATU Local 85
Deron Gabriel, Dormont Boro	John Remark, ATU International
Gino Rizza, Dormont Boro	Gary Evans, ATU Local 85
Michael Allen, ATU Local 85	Jim Savage

The Chairman called the meeting to order and recommendation was made for approval of the minutes of the November 24, 2010 Regular Board Meeting. The motion was moved, seconded and passed.

The Chairman announced that we will be opening with public comment and reminded the speakers that they have a maximum of three minutes and will be timed.

The Chairman called on Mr. Stuart Strickland. Mr. Strickland thanked the Board for allowing him to speak and said that he is a regular rider and speaking mainly for himself [some may know him as his Twitter handle, Bus 15237].

Mr. Strickland reported that in the book, *Watership Down* by Richard Adams, one of the main characters is a rabbit name Fighter, who can see the future in vivid details, but his dire warnings go unheeded because his visions are so unbelievable. Then exactly what he predicted would happen does happen and the rest of the rabbits wonder why they didn't pay attention to him sooner.

Mr. Strickland introduced himself as Fighter and is here to tell us that the world is ending. Port Authority gets roughly 60 percent of its operating revenue from the state. The state is looking at a \$4 billion deficit and the new state leadership has a track record of opposing transit funding. It is entirely possible that they may not fund transit at all. In his opinion, they want Port Authority to fail, so they can replace it with private companies. They want unions busted. They want their private company friends to make a profit off of whatever is left. If 60 percent of our funding is cut, 60 percent of the system is cut. Not 15 percent, not 35 percent, but 60 percent.

Mr. Strickland continued reporting that Port Authority needs to figure out how to get funding from sources other than Harrisburg. That means county, municipal, corporate and personal sources.

Mr. Strickland directed his next comment to the media. He thanked the staff and management of Pittsburgh TV and radio stations [and one particular newspaper] for giving Port Authority so much attention over the years, but keeping the public so misinformed about how transit is funded and how the money is spent. At least 75 percent, probably more like 90 percent, of the people who he talks to have their facts wrong and he feels they got their misunderstandings from the media.

He continued saying that he rides this system almost daily and thinks it works very well, and feels it should be expanded, not shrunken, so that when, not if, gas goes to four or five dollars a gallon, we will still be able to move.

Mr. Strickland concluded his report by addressing the Board asking, "Let's see if we can rise above the political and media foolishness and try to find sensible, fair and equitable solutions for funding transit."

The Chairman called on Mr. Ron Kaplan for a report. Mr. Kaplan reported that he nearly completely depends on mass transit for his transportation needs. The proposed service reductions for March will cause profound pain to transit riders throughout our region. He stated that he understands that Port Authority is reluctant in cutting service, but he objects to how it's gone about implementing cuts.

Mr. Kaplan urged Port Authority to delay the service cuts until the end of the general assembly's legislative session in late June. We should at least fight the good fight and aggressively lobby the great assembly to accurately fund transit. If delaying service cuts until June is impractical, he urged Port Authority to delay them until the end of April when the weather will improve. There will be numerous riders unaware of the service cuts and will be stranded because of them.

Mr. Kaplan also urged Port Authority to consider not reducing service on the 61A and 61B routes, eliminating Route 37 and making service cuts to the P71. Pertinent service on the 61A in Wilkesburg will cause substantial inconvenience and suffering for a large number of riders. They will either have long wait times, as much as 45 minutes on weekend and 30 minutes on weekdays, providing that their bus is on time. The 61A and 61B are usually popular routes. Over 5,000 people ride the 61A on weekdays and 4,500 people ride the 61B on weekdays. Both routes have substantial ridership on weekend. Runs on P71 are already experiencing significant overcrowding. Mr. Kaplan also objects to eliminating Route 37. With the elimination of the 36D and 36B, this route is critical in serving the West End and Highland Hills/Crane Village communities.

Mr. Kaplan concluded by saying that given the significant pain and inconvenience that will be caused by the service cuts, he urges Port Authority to delay them until it can no longer do so. Adding that if these cuts are implemented, legislature and Governor Corbett will regard them as reasonable sacrifices instead of intolerable and will not make any attempt to restore service.

The Chairman called on Jonathan Robison, president of Allegheny County Transit Council for a report. He reported that as Steve Bland said at the special meeting in January, a new vision for Port Authority is needed. Mr. Robison discussed two subjects, a strategy of public transportation funding and the other is how we can make a better system. Mr. Robison noted that he will be discussing these issues with his executive board and will present a final report to staff.

The Chairman called on Mr. Patrick McMahon, president and business agent of ATU, Local 85, for a report. Mr. McMahon reported that in the sake of time, he sent his remarks to the Board, and hopes that everyone has had an opportunity to review the report.

Today, the Union is requesting that this Board revisit its decision of January 12, 2011 on what we think is a totally irresponsible decision. We think that you should move forward based on your decision and your resolution of June 2010 to pass the budget.

Mr. McMahon wanted to make it perfectly clear that the Union unequivocally opposes any deviation from the decision that this Board made in June of 2010. In June 2010, this Board made the decision to pass the budget that claimed was consistent with good business practices and anticipated revenues and expenses were in balance. The budget was also balanced by anticipating a \$47 million deficit due to the failures of Act 44 and tolling of I-80. By virtue of the money that Governor Rendell supported us, his attempt was to stop any cuts, stop more devastation to our system and to balance the budget. But this Board has taken it upon themselves to make a decision to carry that money into next fiscal year, noting that the decision to start the cuts in March of this year, was made without public comment and there should have been because we have the money to balance this budget. Mr. McMahon added that by doing this, you're not saving any time for the legislature. Adding that you are just going to make your cuts, little at a time, 15 percent now, another 15 percent in June, and according to Mr. Mattola last week, ultimately again in January of next year. According to Mr. Bland's statement, if nothing gets fixed, it will be at least 50 percent of our service. Without it being fixed, we're going to be there anyhow without making these cuts now. In fact, you can get there without making one more cut until January. You won't even have to consider it until January 2012 by simply doing what you did last year in June and pass a budget in June 2011. That does exactly what you did last year with a contingency of a shortfall. With that contingency, if it doesn't get fixed by January, exactly what you did last year, we will have to revisit the budget and do what we have to do, which nobody wants to do, and we appreciate that no one want to do that.

Mr. McMahon stated that there is no doubt in his mind after hearing the Board testify very passionately two weeks ago that what you are about to do is not the right system for Allegheny County. He noted that it is not our responsibility to hurry that up. Our responsibility is to keep it intact and keep the right system as long as we possible can. We can buy plenty of time before we take more buses off the road and displace one more person who depends on this service. We must take that very seriously and what he asked of the Board today, to do whatever parliament procedure you have to do to revisit what you did January 12, 2011 and move forward.

Mr. McMahon continued reporting that the Board has a moral responsibility to the public. He feels that we changed in midstream what we are doing and feels the Board needs to hear the public on this decision that the Board has made to start these cuts now, especially when it's not necessary. He cannot express enough that it is not necessary to make these cuts now. Simply do what you did last time and you're going to buy the time.

We all know that Port Authority, this Board, the workers, and Allegheny County, all did the difficult things to save this transit system. Mr. McMahon believes that by doing this, you're taking some of the weight off of Harrisburg.

He also mentioned that Philadelphia will be facing the exact same thing in June. Every small transit agency across this Commonwealth is facing the same thing in June, and we will be right beside them. We will all have the same message when we go to Harrisburg.

Mr. McMahon ended his report by saying that we can pull all those resources together and go to Harrisburg in numbers [noting that strength is in numbers]. If by then Harrisburg does not want to act on behalf of public transit, then so be it. That decision lies on their shoulders. It's their responsible. We could stand up proud and say we've done everything we can to maintain transit for the Commonwealth of Pennsylvania to the levels it should be. This is just too important to too many people.

The Chairman called on Mr. Bland for a report.

Mr. Bland reported that as we all know, we are having a change in Harrisburg. Governor Corbett has taken office and the other legislative leadership has also taken office. Following the theme of the public comments, Mr. Bland announced that we are continuing to aggressively meet with an advocate of public transportation with the new administration. We look forward to working with all of the stakeholders and continuing that message to the state. Despite the changes in names, committees and parties, there's a clear understanding of what those issues are and there has to be a solution. It's a statewide issue and it needs a statewide solution.

Following up on Mr. McMahon's comments, without reliable and lasting funding, transportation programs across the board will continue to be short changed and people of Pennsylvania will continue to receive declining service. Not just Port Authority, but roads, bridges and transit agencies across the state.

Mr. Bland continued by saying that we are very appreciative of the one-time short-term funding of \$45 million approved by Governor Rendell. This spared the Pittsburgh region from an even more devastating 35 percent reduction in service that would have gone into effect on March 27. A couple weeks ago, this Board approved temporary [and Mr. Bland emphasized the work temporary], service

reductions of a lesser amount of 15 percent that will go in effect on March 27. While it is not ideal, at least we believe we can provide some stability of service from March through June 30, 2012.

As reported by Mr. Robison, despite those lingering funding issues, it's still vital that we continue moving forward on an overall effort to improve the system. While these budget issues can seem overwhelming at times, we also should be proud of the activities, projects and forums that we're putting in place to make public transit a better thing in Pittsburgh. Some of these will significantly change the way people use public transportation in this region. For instance, the installation of our new fare collection and smart card equipment is moving forward and we continue to advance this project. Not only will that place more modern and reliable technology on our vehicles, it will enable us to move forward with smart car transactions that could really revitalize the way we look at fare collection and fare structure in this region.

We are also engaged with a number of community organizations who are very interested in acting on the recommendations of the transit development plan to develop bus rapid transit in the Oakland to downtown corridor, adding that we will be hearing more from those organizations in the coming months.

Finally, we are almost in the final year of the completion of the North Shore Connector project. This Board has heard very frequent reports on the overall progress of that project and the outstanding job that our construction team, under the leadership of Winston Simmonds, has done to not only advance that project in a safe and effective manner, but also to reduce spending on that project through its course.

On another note, Mr. Bland reported that in December, the City of Pittsburgh recognized the benefits of our Twitter site in its "Best of 2010" edition. Port Authority has been using this social media tool for almost two years now.

Mr. Bland concluded his remarks by saying that at the Special Meeting on January 12, 2010, this Board made an extremely difficult decision in terms of reducing service to some extent to try to keep our system stable through June 30, 2012. Mr. Bland believes that the Board did that with the best intentions and with the best information they had on hand. Although Mr. Bland shares the passion of all of the speakers we heard from this morning in saying that we need to advocate to get a state funding solution from Harrisburg, unfortunately, it does not look very promising for the short term. We have a change in the gubernatorial and legislative leadership. At the very best, it will take them awhile to get their feet on the ground and understand the issues. As Mr. Strickland pointed out, they are faced with about a \$4.5 billion dollar budget deficit at the state level that they will need to deal with.

He added that while we also agree that this is a statewide transportation funding crisis, the fact of the matter is the immediate crisis isn't really there yet for roads, bridges, smaller transit agencies or SEPTA. Mr. Bland referred to an article in the Post Gazette that stated that PENNDOT District 11 announced its project list for the upcoming construction season. Thanks to some residual funding from the stimulus program, and Governor Rendell's accelerated bridge program, they are actually increasing construction activity this coming summer by about \$50 million, but District Executive, Dan Cessna, pointed out that if this crisis isn't resolved by the summer of 2012, that construction program will drop by about \$200 million.

Mr. Bland has also been in touch with his counterpart in Philadelphia and while they are absolutely facing severe crunches on their capital budgets, and a much tighter operating budget, they anticipate that next year's FY 2012 operating budget will be balanced with very nominal service reductions. There is no doubt in our minds that the crisis will become much more visible in places outside of Pittsburgh over the next year.

Mr. Bland concluded his remarks by saying that the feedback we've gotten from leadership in Harrisburg, and leadership locally, is that as hard of a decision it was that this Board made on January 12, in all likelihood, it was the right decision for this region looking long term.

The Chairman called on Mr. Letwin for a report of the Performance Oversight Committee. Mr. Letwin reported that a meeting of the Performance Oversight Committee was held on Wednesday, January 19, 2011. Notes from the November 17, 2010 meeting were approved by the committee.

The operating budget results for the month of December were presented. The total revenue for December was favorable to budget primarily due to advertising revenue and other income. Year-to-date revenue was favorable to budget primarily due to passenger revenues, advertising and other income. Expenses for the month and year-to-date were favorable primarily due to purchased services and capitalizations.

There were four resolutions discussed and are being recommended by the committee.

The committee reviewed five procurement actions in the amount of \$1,445,470.18. The committee found these bids to have been submitted in accordance with the Authority's procurement policies and procedures, the prices to be fair and reasonable and the bidders to be responsive and responsible. The Performance Oversight Committee recommends these items for award for a total cost of \$1,445,470.18.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of the resolution as presented.

It was moved by Mr. Taylor, seconded by Ms. Rainey and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the Authority to convey real property to the Borough of Dormont. The Authority owns an approximately 32,900 square foot parcel of property located at the junction of Raleigh Avenue, McFarland Road and West Liberty Avenue in the Borough of Dormont. Since the mid-1980's, the Authority has leased the property to Dormont for use as a metered parking lot for its central business district. Recently, the Borough of Dormont requested the Authority to convey the property to Dormont to assist in its effort to revitalize and redevelop its business district along West Liberty Avenue.

The Authority staff has determined that the property is excess property, and therefore, not required for Port Authority's ongoing or future transit operations, with the exception of approximately 16,600 square feet of property where portions of the Authority's Mt. Lebanon Tunnel is located and operating in the subsurface of the property, which Port Authority will retain its ownership interest. Dormont's council has already approved and formally offered to purchase the property for its appraised fair market value of \$620,000. In addition to the Authority's Board approval, the proposed sale must also be reviewed by, and receive the written concurrence of, the FTA.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of the resolution as presented.

It was moved by Mr. Taylor, seconded by Ms. Ellenbogen and unanimously agreed that the resolution be approved as presented.

Mr. Letwin recognized Mr. Gino Rizza, Dormont's Borough Manager, and Deron Gabriel, Solicitor, at this time. On behalf of the entire Board and Port Authority management, Mr. Letwin thanked them for being here today and expressed his appreciation for their cooperation with us in the efforts getting this developed for the revitalization occurring in the business district along West Liberty Avenue. Mr. Bland added that although we are essentially conceding control of the property to the Borough, we look forward to continuing to work with them on future development plans for this area.

Mr. Letwin continued reporting that in November 2009, the Authority's Board authorized an award of agreements to a pool of firms to provide temporary technical and clerical support services for a total not-to-exceed amount of \$500,000 for a three-year period. That original not-to-exceed amount is projected to be expended by the end of this month. The Authority has determined it is in its best interest to amend the agreements to increase the total not-to-exceed amount of the agreements by another \$500,000 for a revised total not-to-exceed amount of \$1,000,000.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of this resolution as presented.

Before it was approved, Ms. Ellenbogen asked for an explanation. Ms. Moore-McGee responded that this resolution is not an increase to the budget but simply an increase to the not-to-exceed amount. Most of the costs in this contract get charged back to vacancies in the budget. Most of these positions are long term vacancies or unfilled positions, so it is not an increase to the budget.

It was moved by Mr. Brooks, seconded by Ms. Ellenbogen and unanimously agreed that the resolution be approved as presented.

The final resolution authorizes the Authority to extend the term of agreement for the Drug and Alcohol Compliance Program. In January 2008, the Board authorized the award of an agreement to Commercial Consulting to provide services for a three-year period, for a total not-to-exceed amount of \$300,000 for the initial contract year. In March 2009, the Board authorized an amendment to agreement to increase the not-to-exceed amount of agreement by \$400,000 to cover the remaining term of agreement for a total of \$700,000. It has been determined that it is in the Authority's best interest to extend the term of agreement with Commercial Consulting for an additional one-year period, with no increase in the previously authorized total not-to-exceed amount.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of the resolution as presented.

It was moved by Ms. Ellenbogen, seconded by Mr. Taylor and unanimously agreed that the resolution be approved as presented.

The committee then received an overview of PENNDOT's Rail Transit System Review Program from Mr. Dan Hauber and Ms. Elizabeth Bonini. The program was established by Pennsylvania's

legislature to regulate and enforce the safety of rapid transit systems in Pennsylvania and fulfills our FTA requirement for state safety oversight and security programs.

The committee then received a report from Todd Stoker, director of Port Authority's Claim Department. Mr. Stoker reported that the Claims Department had a good year in subrogation, enabling the Authority to collect about 349,000 plus dollars. The payout for liability claims was 32 percent lower than FY 2010 and the third lowest paid amount per year in the last 15 years. Worker's Compensation medical claim payments decreased in FY 2010 by 11 percent; indemnity payments decreased by eight percent; and total Worker's Compensation payments decreased by 10 percent. FY 2010 resulted in the second lowest in total payments in Port Authority's history.

The Internal Audit Department conducted a review of Port Authority's System Safety Plan and the Security and Emergency Preparedness Plan as required on a triennial basis by FTA and the Pennsylvania Department of Transportation. The purpose of this review was to determine whether the plans in effect as of September 2009 included all elements required by state and federal regulations and to assess whether the elements of the plan are implemented. The audit indicated that these plans included all elements required by FTA regulations and, in general, the elements of the plan are implemented. One significant recommendation regarding the processes for training employees was made.

Next the committee received an update on the Automated Fare Collection project. The smart card launch is scheduled for January 2012, and the project is 24 percent complete and remains on schedule. The ConnectCard marketing and implementation plan was also presented. The brand launch announcement is currently scheduled for March 2011 and the official system is scheduled for spring of 2012.

The committee then received an update of the North Shore Connector project. The highlight was the announcement of a \$5.4 million reduction in the project's budget from \$528.4 million to \$523.4 million. This is due to the construction advancing on schedule [at 87 percent complete at this point] and the closing of three major construction contracts under budget and with zero outstanding claims.

Winston Simmonds then presented a change order in the amount of \$2,735,000 under Contract NSC-003/006, Bored Tunnel and North Side Station Shell, for settlement of a claim. As a result of mining of the tunnels, the contractor notified the Authority of potential differing site conditions from those indicated in the contract documents, which they claim increased their cost to complete the work. As required by the contract, the contractor submitted information on the merit of the differing site conditions, as well as a quantum submittal outlining costs of 5,170,000 plus dollars. The Authority and contractor were unable to resolve the merit of the claim and in accordance with the contract, there was a dispute resolution process in front of the Dispute Review Board comprised of three experts in the field. The Board issued draft findings, which in part supported the merit raised by the contractor.

As a result, the Authority met with the contractor to further review the claim. Ultimately, we reached a tentative settlement of the claim in the amount of \$2,735,000. This change order to the contract compensates the contractor for the additional costs incurred and settles all disputes relative to differing site conditions and also avoids the cost for future litigation of this claim. It is important to note that the total cost for this element of the contract with addition of this change order still does not exceed the original contract value.

Mr. Letwin noted that approval is needed from the entire Board for settlement.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of the resolution as presented.

It was moved by Mr. Taylor, seconded by Ms. Ellenbogen and unanimously agreed that the settlement be approved as presented.

This concluded the report of the Performance Oversight Committee.

There was no report from the Planning and Development Committee this month.

The Chairman called on Ms. Ellenbogen for a report of the Stakeholder Relations Committee. Even though the Stakeholder Relations Committee did not meet, there were a number of community outreach activities Ms. Ellenbogen wished to discuss.

On January 13, Port Authority joined the Kingsley Association and the Pittsburgh Pirates in presenting the Annual Spirit of King Award. Ms. Ellenbogen thanked Chairman, John Brooks, for presenting remarks at the event and Mr. Richard Taylor and Mr. Eddie Edwards for presenting the awards to the honorees' families. She also wanted to thank our Vice Chairman, Guy Mattola, for representing the Board at the event.

Since 1989, the Spirit of King Award posthumously honors the lifetime achievements of local citizens who pursue human rights and equality in the spirit of Dr. Martin Luther King Jr., noting that this year's honorees were certainly long overdue. The late Byrd R. Brown and Malvin R. Goode were honored as the 2011 Spirit of King Award recipients during a special ceremony held at the Kingsley Center in East Liberty.

Born July 26, 1929, Mr. Brown worked untiringly for social justice. In 1958, he was elected to the first of six biannual terms as President of the Pittsburgh Branch of the NAACP. During the late 1960's, he rallied young African-Americans to join the Black Construction Coalition. As a result, Pittsburgh Plan was formed, a program that provided training for African-Americans interested in joining a trade union. Mr. Brown also ran for Mayor of Pittsburgh in 1989. The Brown Family legacy was once again celebrated when Byrd Brown joined his mother, Wilhelmina, a 1989 recipient in receiving the Spirit of King Award.

The second honoree at this year's event was Mr. Malvin Goode. Mr. Goode was born February 13, 1908 in White Plains, Virginia. He began his career in journalism as a reporter with the Pittsburgh Courier, the leading newspaper of the African-American community. While still employed with the Courier, he developed an interest in another form of media, broadcasting. KQV-Radio in Pittsburgh was the first to hire Mr. Goode. He hosted two 15-minute news programs each week. In 1952, WHOD-Radio also gave him an opportunity to do a daily news show with his sister, Mary "Dee," a pioneering DJ. Mr. Goode's big break came in 1962 when he was hired by ABC-TV News. They selected Mr. Goode from nearly 40 candidates to be their first African-American reporter. Mal Goode [as he was know], quickly made a name for himself as he was assigned to the Network's Bureau at the United Nations in New York City. He spent two decades covering major news stories.

Ms. Ellenbogen continued reporting that on December 4, 2010, seven Port Authority police officers participated in the Pittsburgh Polar Plunge at Heinz Field to raise money for Special Olympics by

jumping in the frigid waters of the Allegheny River. The officers also recruited 15 other brave plungers. Law enforcement agencies and local participants raised more than \$125,000 to benefit more than 20,000 Special Olympic athletes in Pennsylvania. Ms. Ellenbogen thanked Port Authority police for participating in this worthy cause.

The Service Planning and Scheduling Department staff hosted a Transportation 101 session for 40 human services professionals in cooperation with the Airport Corridor Transportation Association. Transportation 101 provides an overview of our system and the basics of how to use transit.

Ms. Ellenbogen then reported that Port Authority and Q92.9FM, in cooperation with the U.S. Marine Corp., teamed up to bring holiday cheer to local needy children through the annual Toys for Tots Toy Drive. Once again, our customers demonstrated their generosity by providing a mountain of unwrapped toys, while some made cash donations.

The Marketing Department staff also attended several UPMC employee fairs and a benefit hosted by CMU to promote and encourage participation in our job perks program.

Ms. Ellenbogen was pleased to report that Twitter grew from 2,800 to over 3,000 followers. More than 700 messages were twitted in November and December on a variety of topics including fare increase information, Board vote to restore 20 percent of service, holiday special service announcements, promotion of Toys for Tots Drive and the Winter Classic service. Marketing also posted several blog entries promoting specific Port Authority services

Ms. Ellenbogen concluded her report by announcing that Port Authority's Community Outreach coordinator, Deborah Skillings, continued her work with agencies, organizations and neighborhood groups by participating in several events and meetings presenting new information about the Transit Development Plan, service cuts, fare increase information, rider survey and our Rider Rewards Program.

This concluded the report of the Stakeholder Relations Committee.

There was not a report of the Governance Committee.

The next Regular meeting will be Friday, February 25, 2011.

The meeting was adjourned.